

# SIMTA Intermodal Terminal Facility- Stage 1

## Response to Submissions - Visual Impact Addendum



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant Development

**ATTENTION** Westley Owers – Hyder Consulting  
**SENDER** Reid Campbell  
**DATE** 03/09/2015  
**PROJECT NUMBER** 112110  
**SUBJECT** Addendum to Visual Impact Assessment – Amended Rail link

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## **SIMTA Intermodal Terminal Facility – Stage 1**

### **Report Purpose**

This addendum report has been prepared to provide further information on, and environmental assessment of, a proposed amendment to the Rail link as part of the SIMTA Stage 1 Proposal (the Proposal). This report has been prepared to support a Response to Submissions to be prepared as part of the approval process of the Proposal for State Significant Development (SSD) under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report provides an addendum to the Visual Impact Assessment prepared by Reid Campbell dated April 2015 included within the Environmental Impact Statement (dated May 2015) prepared for the Proposal.

### **Proposal Amendment Overview**

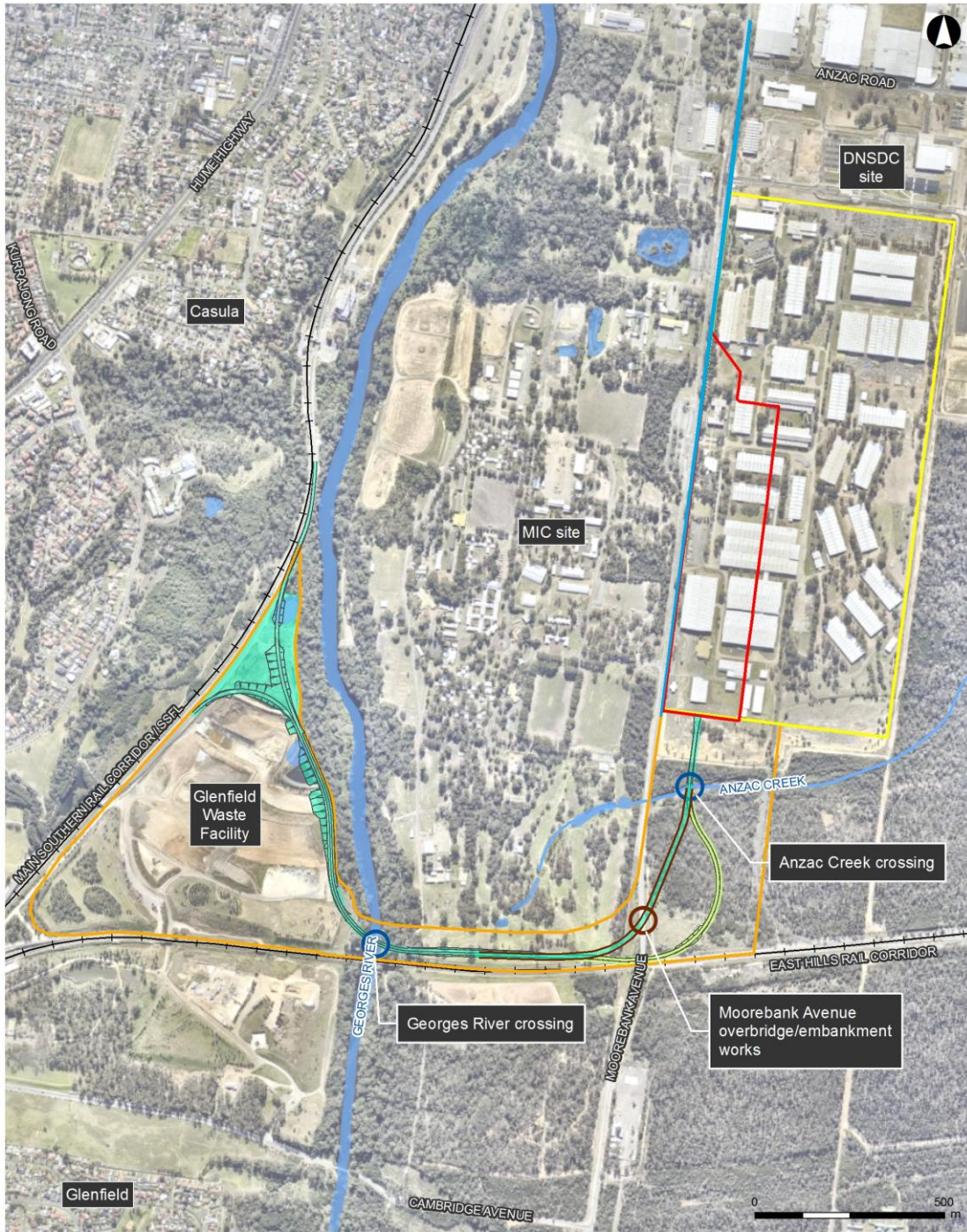
The Rail link is to be realigned within Commonwealth Land (including MIC Site, Moorebank Avenue and the Southern Boot Land) to respond to submissions (received during the exhibition of the EIS (28 May 2015 and 26 June 2015)) and also to reduce the overall environmental impacts of the Proposal (refer to Figure 1).

This realignment would alter the Rail link alignment to the south of the Anzac Creek Crossing, at the intersection with Moorebank Avenue and also on the MIC site (to the immediate west of Moorebank Avenue). The rail alignment would retain the 20 metre width of the Rail Link Corridor within environmentally sensitive areas, as per the Concept Plan Approval (MP 10\_0193) and the EIS.

There would be no alteration to the Rail link to north of this realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, within the Glenfield Waste Facility or at the southern and northern connections to the SSFL.

This alteration in the rail alignment would result in Moorebank Avenue being intersected by Rail link further north of that previously identified within the EIS. An alteration would be undertaken to the existing Moorebank Avenue road embankment to create an overbridge to accommodate the realigned Rail link.

The Rail link realignment would not generally alter the construction methodology (with the exception of the Moorebank Avenue overbridge) or the operation of the IMT as previously provided, with no change to the rail traffic, road access, operational hours, workforce or overall operational procedures.



**LEGEND**

SIMTA site	Rail link (including 20m width and variable buffer)
Operational area	Previous Rail link alignment
Moorebank Avenue impact area	Creek/River crossing
Rail Corridor	Road crossing
Rail link	Existing railway
Amended Rail link alignment	Watercourse

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Figure 1: Amended Rail link and overview of the Proposal

# MEMORANDUM

## Visual Impact Assessment

Reid Campbell has undertaken a Visual Impact Assessment (VIA) to assess the amendment to the proposed Rail link as part of the works included in Stage 1 of the SIMTA Project.

The following views (refer Figure 2 and below) have been identified to best reflect the potential impacts of the amended Rail link and allow for assessment of its visual sensitivity:

- VIEW 17- South of the Stage 1 site at Moorebank Avenue
- VIEW R01- South of the Stage 1 site (facing west over the East Hills Rail Corridor at Moorebank Avenue)
- VIEW R02 - South of the Stage 1 site (facing east over the East Hills Rail Corridor at Moorebank Avenue)

Table 1 that follows is an extract from the VIA and summarises the findings of the visual impacts for the viewpoints listed above as per the Rail link design provided for the EIS (i.e. Rail link prior to amendment)

Table 1 identifies the key view locations and the visual impact presented within the Rail link provided within the EIS and from the amended Rail link.

View Location Name	Area	Type	Visual Impact (Rail Link – EIS)	Visual Impact (Rail Link – Amended)
View 17	Moorebank	Privately owned, yet publically accessible road	No Impact	No Impact
View R01	Moorebank	Privately owned, yet publically accessible road	Moderate	Moderate
View R02	Moorebank	Privately owned, yet publically accessible road	Moderate	No Impact

An updated assessment of the potential visual impacts of the amended Rail link are provide below.

### View 17 –South of Stage 1 site

The prominence of the development is not apparent from this location and is also not visible. The proposed underpass would see moderate clearance of some vegetation surrounding the area, however would not have a significant impact on visual amenity. The previous VIA determined that the proposal would have ‘No Impact’ on this location. This study has found that the amended Rail link would not alter the finding of the VIA, i.e. there would still be ‘no impact’.

### View R01 –South of Stage 1 site (facing west over East Hills Rail Corridor at Moorebank Avenue)

The View has unobstructed views of the existing city rail passenger line and the Proposed Rail link. The VIA determined that the Proposal would have a ‘Moderate’ impact on this location, a publically accessible yet privately owned road. The proposed amendment to the Rail Link would still be visible from this location but would be obstructed at points by existing vegetation. The amendment to the proposed Rail link would moderately detract from the existing landscape amenity, however would not have a substantial impact on the visual sensitivity of the area as the public’s interaction time is insignificant and brief (i.e. only viewed by motorists passing over Moorebank Avenue). This study has found that the amended Rail link would not alter the finding of the VIA, i.e. there would still be a ‘Moderate impact’.

### View R02 –South of Stage 1 site (facing east over East Hills Rail Corridor at Moorebank Avenue)

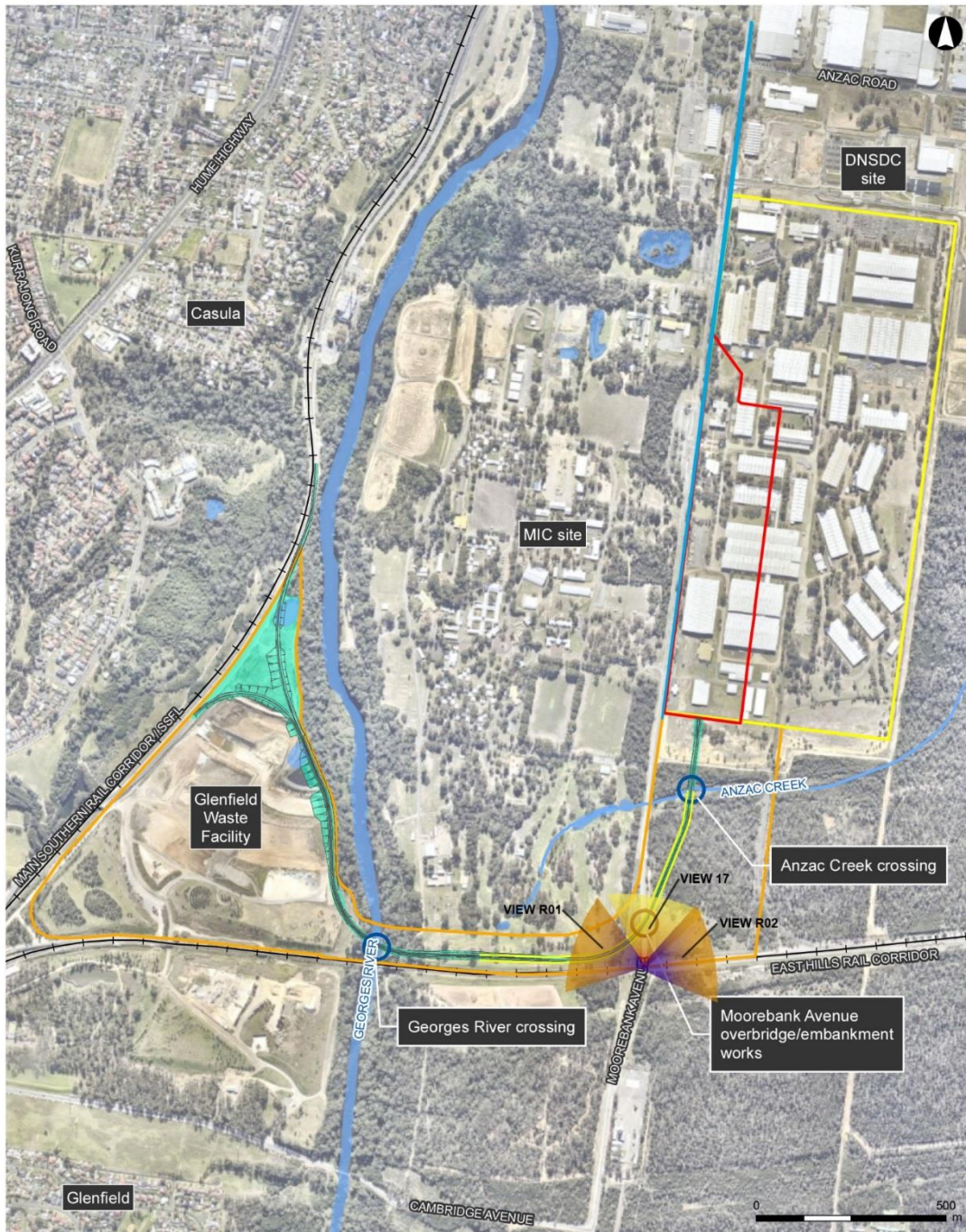
This View has unobstructed views of the existing city rail passenger line. The VIA determined that the Proposal would have a ‘Moderate’ impact on this location, a publically accessible yet privately owned road. The amendment to the proposed Rail link would entirely remove the development from view at this location. As a result, the VIA’s previous outcome predicting a ‘Moderate’ impact for the area has now been downgraded to ‘No Impact’.

# MEMORANDUM

## Summary

The proposed amendment to the Rail link would result in similar impacts for View 17 and View R01 to that provided within the VIA. The amendment to the Rail link would considerably reduce the impacts of the Proposal on View R02. On this basis the mitigation measures provided within the VIA are considered suitable.

# MEMORANDUM



**LEGEND**

- SIMTA site
- Operational area
- Moorebank Avenue impact area
- Rail Corridor
- Rail link
- Amended Rail link alignment
- Rail link (including 20m width and variable buffer)
- Creek/River crossing
- Road crossing
- Existing railway
- Watercourse

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**Figure 2: Amended Rail link and key views**

Date: 17/09/2015 Path: \\HC-AUS-NS-FS-01\jobs\AA003750L-GSIB\_Workshop150913\_New\_Rail\_Alignment\_AA003750\_EIS\_Stage1\_Figures2\_SIMTA\_Amended\_Rail\_Link\_Key\_Views\_A4\_r1v1.mxd  
 Created by: GC  
 QA by: SB

# MEMORANDUM

## View R01



SIMTA Moorebank Intermodal Terminal Facility - Visual Impact Assessment

view R01



Existing View



Simulated View